



## Appendix E RESPONSE TO COMMENTS

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## MCAS - YUMA COMMENTS AND RESPONSES

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Person Commenting	Representing	Comment Number(s)
1. R.A. Coburn, Station Operations Officer, By direction of the Commanding Officer	Marine Corps Air Station (MCAS)	1-75

1. ***Pg. 1-1. Airfield Name. Throughout the working papers, the airfield is referred to as Yuma International Airport. As per the Airport Operating Certificate issued by the Department of Transportation, the official name is Marine Corps Air Station/Yuma International Airport. Request the appropriate changes be made to reflect the proper name of the airfield.***

Response: The Master Plan was prepared to specifically address civilian facility needs. The scope of the Master Plan did not include assessing military facility needs. To avoid confusion for the reader, the civilian name for the airport is used throughout the report to clearly indicate that the Master Plan is specifically limited to planning for future civilian facility needs.

2. ***Pg. 1-3. Airport History. Delete: and in June 1959 became the Marine Corps (MCAS). Replace with: January 1, 1959 marked the standup of Marine Corps Auxiliary Air Station, Yuma (MCAAS). It remained that way until July 30, 1962 when the designation was changed to Marine Corps Air Station, Yuma (MCAS).***

Response: Changes made as suggested.

3. ***Pg. 1-4. Table 1A. Aircraft Operations Summary is not correct. The correct information is provided.***

Response: Changes made accordingly.

4. ***Pg. 1-5. Airline Activity. Add additional paragraph to read:***

***In October 1997, there were two air carriers serving Yuma: United Express (Skywest) and America West Express (Mountain West Airlines). United Express provided direct service to Los Angeles using the Embraer 120 Brasilia aircraft. America West Express has continued service to Phoenix using the Beechcraft 1900 aircraft. Based on an October 1997 airline schedule, there were a total of 16 departures each weekday, 10 to Phoenix and 6 to Los Angeles. Saturday service was reduced to 14 departures: 8 to Los Angeles and 6 to Phoenix.***

Response: A notation was made within the report to specify the type of service when the Final report was prepared.

5. ***Pg. 1-6. Airfield Facilities. Description of RW 3R/21L states it is 9,240' long. Exhibit 1C lists its length as 9,239' as does the DOD IFR-Supplement and DOD Approach Plates. 9,239' is the correct length.***

Response: Changes made accordingly.

6. ***Pg. 1-6. Runways. Pavement strength and wheel loading capacity are incorrect. Please make the appropriate corrections per DOD FLIP IFR SUPPLEMENT.***

Response: The pavement strengths listed in the report are the pavement strengths listed in the Official Airport/Facility Directory available from the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Ocean Survey.

7. ***Exhibit 1C.***  
***a. Correct Spelling of "Corps"***  
***b. Delete Taxiway "J"; it is no longer a usable taxiway***  
***c. Taxiway leading into the Cargo area is H1.***  
***d. Taxiway leading into the Boeing facility is F3.***

Response: Changes made accordingly.

8. ***Pg. 1-7. Table 1C. Runway pavement strength needs to be updated to reflect correct figures.***

Response: Refer to response #6.

9. ***Pg. 1-7. Taxiways. Taxiway "J" is mentioned throughout this document as an active taxiway. It is no longer a taxiway.***

Response: Changes made accordingly.

10. ***Pg. 1-7. Transmitter. Transmitter site should be referred to as Transceiver Site not Transmitter.***

Response: Changes made as suggested.

11. ***Pg. 1-8. Taxiways. Plan mentions that an easement exists for the portion of Taxiway "I" on MCAS property, however, it does not mention the easement that exists for F1 and H1.***

Response: Changes made accordingly. It should be noted that MCAS-Yuma has a long term lease on approximately 200 acres of land from Yuma County at no annual cost.

12. ***Pg. 1-8. Airfield Lighting. The airport beacon is located at the approximate center of the Marine Corps Air Station. It is not on the airport/airfield.***

Response: Changes made accordingly.

13. ***Pg. 1-8. Taxilane. Last sentence on left side of the page refers to Taxilane "C", should be Taxiway "C".***

Response: Changes made as suggested.

14. ***Pg. 1-8. Runway and Taxiway Lighting. Delete in last sentence "J" and replace with "B" and "C".***

Response: Changes made as suggested.

15. ***Pg. 1-9. Runway lighting. First sentence states that runway lights for runways 3L/21R and 21L/3R can only be used when the tower is open. This is no longer the case. A switch has been installed in the Radar Room and can be activated by approach control.***

Response: Changes made accordingly.

16. ***Pg. 1-9. Approach Lighting. Add: The airfield has Precision Approach Path Indicators (PAPI) installed for runways 3L/21R and 3R/21L.***

Response: Changes made accordingly.

17. ***Pg. 1-9. OLS and PAR. The optical landing system and precision approach radar are available for both military and civilian aircraft. First paragraph on right side of page states OLS and PAR is only available to military aircraft.***

Response: Changes made as suggested.

18. ***Pg. 1-12. Passenger Terminal Facilities. Plan fails to mention that carrier aircraft are parked on military property. We have an easement and safety waiver to allow their parking in front of the terminal. The plan does not mention that the terminal penetrates the safety surface and required a waiver.***

Response: Changes made accordingly. The design of the new terminal building took this into consideration. The terminal building aircraft parking apron was expanded 60 feet into County property. For the most part, commuter-sized aircraft park on the new portion of the apron. On occasion, overflow aircraft and standard-sized air carriers park on the portion of the aircraft parking apron located on MCAS-Yuma property. Reclassifying Runway 8-26 from Class B to Class A would eliminate the need for these waivers. In a letter dated November 15, 1996, the Federal Aviation Administration affirmed that the new terminal building complies with Federal Aviation Regulation (F.A.R.) Part 77 Standards. In granting the waiver for the

construction of the new terminal building on February 25, 1997, the Naval Air Systems Command (NAVAIRSYSCOM) recommended reclassifying Runway 8-26 from Class B to Class A since Runway 8-26 is only 6,146 feet long and does not meet the design criteria for a Class B runway as defined in NAVFAC P-80.3.

19. ***Pg. 1-15. Other Facilities. The taxiway connecting the Boeing/McDonnell-Douglas lease area to runway 3L/21R is not owned by Boeing/McDonnell. A five-year license exists between the USA and YCAA for the taxiway. The license expires 30 September 2000.***

Response: Changes made as suggested. It should be noted that the aprons, buildings, and connecting taxiway are owned by the Airport Authority and maintained by B/DPD. The segment of Taxiway F3 which connects it to Runway 3L-21R is located on County property leased at not cost to the U.S. Government. The renewable five-year license issued by the Department of the Navy is for the taxiway segment on U.S. Government property.

20. ***Pg. 1-15. Airspace. The DOME MOA begins south of Runway 8/26, not 8/24.***

Response: Changes made accordingly.

21. ***Pg. 1-15. Airspace. The Class D airspace extends outward from the center of the airport to a radius of 5.2 nautical miles vice 5.0 nautical miles.***

Response: Changes made accordingly.

22. ***Pg. 1-15. Airspace. At the end of the first paragraph under Airspace. (Uncontrolled) needs to be changed to (General Control).***

Response: Changes made as suggested.

23. ***Pg. 1-16. Airspace. R-2311 needs to be added to paragraph discussing Restricted areas. The R-2311 extends from the surface to 3,500 feet MSL.***

Response: Changes made accordingly.

24. ***Pg. 1-16. Airspace. The Abel East MOA operates intermittently at altitudes between 5,000' MSL vice above the surface. 13,000 needs to have MSL after feet. (ie. 13,000 ft. MSL)***

Response: Changes made accordingly.

25. ***Pg. 1-16. Air Traffic Control. Delete the sentence which states: Aircraft arriving or departing the area are controlled by the Los Angeles ARTCC. Replace with sentence: Aircraft arriving or departing the area are controlled by MCAS Yuma Approach Control. Delete: Last sentence under Air Traffic Control entirely.***

Response: Changes made as suggested.

26. ***Exhibit 1F. Add R-2311 to the exhibit.***

Response: Changes made as suggested.

27. ***Pg. 1-17. Area Airports. Add Somerton airport to public airports within 30 NM.***

Response: Somerton is a privately-owned, restricted access airport. The purpose of this section is to describe public-use airports which have competitive services. Therefore, it is not included within this section. It is recognized that this airport is within the Class D airspace for the airport which places special requirements on air traffic control.

28. ***Pg. 1-17. Area Airports. Change Yuma International Airport to MCAS Yuma/Yuma International Airport in the sentence which states each airfield is used as a reliever for general aviation and military training operations from Yuma International Airport.***

Response: Changes made as suggested.

29. ***Pg. 2-22. Table 2N. The calculations referring to Aircraft per 1,000 Residents are incorrect. The correct calculations are provided.***

Response: The forecasts have been updated to reflect correct ratios.

30. ***Pg. 2-26. Table 2T. Table 2T is incorrect. Please make the appropriate corrections with the data provided.***

Response: Changes made accordingly.

31. ***Pg. 3-9. Airport Layout Plan. Plan for two taxiway improvements to improve airfield access for civilian aircraft and provide more direct and efficient access to civilian facilities will take MCAS approval.***

Response: Text added to report to reflect that MCAS approval is required for taxiway improvements.

32. ***Pg. 3-12. VGSI's. Delete: Presently, the only VGSI available at the airport . . . . and Insert: Presently, two types of VGSI's are available at the airport. The Visual Approach Slope Indicator (VASI) to Runway 17 and the Precision Approach Path Indicator (PAPI) to runways 3L/21R and 3R/21L.***

Response: Changes made accordingly.

33. ***Pg. 4-2. It is somewhat misleading to consider Rolle Field or any other airfield within 30 NM of Yuma as alternatives to MCAS Yuma for anything but the smallest civil aircraft. No service currently provided by MCAS Yuma/YIA could practically be relocated to any of the airports within 30 NM of MCAS Yuma without extensive improvements.***

Response: Comment noted. This is the primary reason for the update of civilian facility needs at Yuma International Airport. With the absence of a comparable airport facility, it is imperative that every effort be made to serve this portion of aviation at Yuma International Airport.

34. ***Pg. 4-2 & 4-3. Initial Development Considerations. It should be noted in the development considerations that all development and growth on the airport need to be coordinated with the Marine Corps Air Station to ensure that it is compatible with existing and planned military operations. Additionally, all airspace issues must be resolved, and DOD NEPA requirements must be met, before any construction or improvement begins.***

Response: Comment noted. The YCAA will coordinate all planned development, as in the past, with MCAS-Yuma and appropriate federal, state, and local agencies prior to completion.

35. ***Pg. 4-3. Airfield Considerations. Although the assessment of the current runway system is correct, it must be understood that the runways are designed and maintained to meet military standards and needs, with no consideration given to what is required for civil aviation needs. The outboard runway (3L/21R) has a PCN of 72, making it compatible with all but the largest civilian aircraft. The inboard runway (3R/21L) has a PCN of 44, allowing only small commercial jets and most military tactical aircraft. Should the outboard runway close for construction for several months, which will occur within the near future, large commercial aircraft will not be allowed to land at MCAS Yuma during the closure.***

Response: Comment noted. Civilian use of these runways is presently comprised primarily of smaller aircraft use. Regular use by large aircraft is



expected later in the planning period. This should provide MCAS-Yuma the opportunity to properly plan for future civilian use.

36. ***Pg. 4-3. Extend Taxiway I to the Runway 35 end. There is no military requirement for this extension at this time. Additional study will be required to determine the impact of this extension on military operations.***

Response: Comment noted. This could only benefit military operations by segregating civilian and military aircraft to the extent possible and by discontinuing the hazardous practice of "back-taxiing" on the runway to reach the Runway 35 end. This improves airfield capacity by reducing the amount of time aircraft occupy the runway.

37. ***Pg. 4-4. Construct parallel taxiway and acute angled-exits along the north side of runway 3L-21R. As stated previously, there is no military requirement for this taxiway. Additional study will be required to determine impact on military operations.***

Response: Comment noted. This can only benefit military operations by segregating military and civilian aircraft operations. A parallel taxiway on this side of the runway would eliminate the need for civilian aircraft to cross both parallel runways to access Taxiway E which provides access to each end of the parallel runway system.

38. ***Pg. 4-4. Establish GPS approaches to Runways 8, 26, 35, and 3L. All instrument approaches must be coordinated with MCAS Yuma.***

Response: Comment noted. This can only benefit military operations by segregating military and civilian aircraft. The YCAA intends to fully coordinate any planned improvements with MCAS-Yuma. Furthermore, in order to ensure that the interests of civil aviation are preserved, the Federal Aviation Administration develops all instrument approaches for the airport. Their process includes contacting all affected parties.

39. ***Pg. 4-4, 4-5. Investigate reclassifying Runways 17-35 and 8-26 from Class B to Class A. This section should be deleted. There is no intent to reclassify these runways and ownership of the runways will remain with MCAS Yuma. There is no benefit to the military for either action to take place.***

Response: Comment noted. The YCAA intends to continue discussions on this item for the reasons stated in the Master Plan. This can only benefit MCAS development by transferring ownership and more appropriately maintenance

costs to the primary users of these runways - civilian aircraft. Military use of these runways would not be affected by this proposal.

40. ***Exhibit 4C. Recommended Terminal Alternatives. Proposed international terminal and parking garage must be fully coordinated with MCAS Yuma and built to comply with NAVFAC P-80.3, FAA and Patent requirements.***

Response: Comment noted. The YCAA intends to fully coordinate this development with the MCAS-Yuma to ensure that it complies with all applicable standards. Reclassifying Runways 8-26 and 17-35 to Class A from Class B would ensure that any proposed development in this area would not obstruct any transitional or primary surface for these runways.

41. ***Pg. 4-13. General Planning. Reference to AICUZ study to be completed by MCAS Yuma should be deleted. MCAS Yuma is not conducting this study, and does not plan to conduct this study.***

Response: Comment noted. This remains a general recommendation in the Master Plan to ensure that when an AICUZ study is completed that it will be fully coordinated with all local governmental jurisdictions.

42. ***General. All construction that takes place on the airport, be it on YCAA property or MCAS property, must be coordinated through MCAS Yuma to ensure compliance with FAA, Navy and DOD regulations and requirements. The wording in this plan is extremely vague in regard to this requirement and could be misleading to those who read it. A substantial increase in civilian commercial aviation at MCAS Yuma could necessitate an Environmental Assessment to determine near and long term effects on human and ecological systems surrounding the Air Station. The Commanding Officer of MCAS Yuma is responsible for this study and must know of any plans to change current conditions.***

Response: Comment noted. The YCAA intends to fully comply with all applicable civilian and military requirements in the implementation of the recommendations of this Master Plan. It should be noted that the development of civil aviation facilities does not require MCAS-Yuma approval. The Federal Aviation Administration establishes the criteria under which this occurs, including the need for environmental assessments. The YCAA will continue to coordinate its planning goals and intends to fully comply with all applicable requirements in the implementation of the recommendations of this Master Plan.

43. ***Pg. 5-2. Extend Taxiway I to the Runway 35 end. There is no military requirement for this extension. An additional study will be required to***

*determine the impact of this extension on military operations prior to approval.*

Response: Comment noted. Refer to response #37.

44. ***Pg. 5-2. Construct parallel taxiway and acute angled exits along the north side of runway 3L-21R. There is no military requirement for this taxiway. An additional study will be required to determine the impact of this taxiway on military operations prior to approval.***

Response: Comment noted. Refer to response #37.

45. ***Pg. 5-2. Establish GPS approaches to Runways 8, 26, 35, and 3L. All instrument approaches must be coordinated with MCAS Yuma.***

Response: Comment noted. Refer to response #38.

46. ***Pg. 5-2. Investigate reclassifying Runways 17-35 and 8-26 from Class B to Class A. This section should be deleted. As previously stated in responses to Chapter 4, Pg. 4-4, there is no intent to reclassify these runways and ownership of the runways will remain with MCAS Yuma. There is no benefit to the military for either action to take place.***

Response: Comment noted. Refer to response #39.

47. ***Pg. 5-3, Column 1, Para 2. Any development on the airfield (such as the taxiways and lighting improvements) . . . . Changes to the process of granting of easements now requires the preparation of an environmental baseline summary, in addition to all previous documentation. Department of the Navy (DON) policy now requires that all new outgrants be approved by the Secretary of the Navy. Local or Southwest Division - Naval Facilities Engineering Command approval is no longer authorized for these types of actions.***

Response: Comment noted.

48. ***Pg. 5-3. Expand passenger terminal area parking areas to the west . . . . MCAS has been advised by the YCAA since 1986 that the plan was to remove Sun Western Flyers in 2004 at the expiration of their lease. The commercial aircraft would then move onto this vacated area and be off Navy property and out of the primary and transitional surfaces of RW 8-26. MCAS Yuma could then terminate Airfield Safety Waiver Y-13 (T) and easement of N6247487RP00Q07. Design and construction of the parking garage can not penetrate the 7:1 transitional surface. This criteria applies to any parking structure installed lighting.***

Response: Comment noted. The parking positions of the commercial aircraft at the new terminal were located to prevent (to the extent possible) these aircraft parking within the primary surface for Runway 8-26. In fact, the aircraft parking apron was expanded 60 feet to the west to accomplish this goal. Reclassifying Runway 8-26 as Class A would ensure that any aircraft parking at the terminal building would be outside the Runway 8-26 primary surface. Under proper classification, no civil facilities would violate the primary surfaces or penetrate any transitional surfaces of Runways 8-26 or 17-35. Improperly retaining Class B criteria for Runways 8-26 and 17-35 necessitates the issuance of the Y-13(T) Airfield Safety Waiver and creates an artificial barrier to the efficient use of airport facilities. If Runway 8-26 were to be properly classified to its operational requirement, the Y-13(T) Airfield Safety Waiver would not be required. The YCAA intends to continue to fully comply with all applicable requirements in the implementation of the recommendations of this Master Plan.

49. ***Pg. 5-4. Reserve an area west of the existing terminal . . . . Construction of this new structure is not to penetrate the 7:1 transitional surface. Construction of this proposed structure is not part of the new terminal structure and can not be considered part of this waiver.***

Response: Comment noted. Reclassifying Runways 8-26 and 17-35 as Class A would ensure that any of the proposed development within the existing terminal would not penetrate the transitional or primary surface. In this manner there would be no requirement for granting waivers or easements for development and operations in this area. In granting the waiver for the construction of the new terminal building on February 25, 1997, the Naval Air Systems Command (NAVAIRSYSCOM) recommended reclassifying Runway 8-26 from Class B to Class A since Runway 8-26 is only 6,146 feet long and does not meet the design criteria for a Class B runway as defined in NAVFAC P-80.3.

50. ***Expand existing terminal building as needed. Construction of this addition is not to penetrate the 7:1 transitional surface. Construction of this proposed structure is not part of the new terminal structure and can not be considered part of this waiver.***

Response: Comment noted. Reclassifying Runways 8-26 and 17-35 as Class A would ensure that any of the proposed development within the existing terminal would not penetrate the transitional or primary surface. In this manner there would be no requirement for granting waivers for development and operations in this area. In granting the waiver for the construction of the new terminal building on February 25, 1997, the Naval Air Systems Command (NAVAIRSYSCOM) recommended reclassifying Runway 8-26 from Class B to

Class A since Runway 8-26 is only 6,146 feet long and does not meet the design criteria for a Class B runway as defined in NAVFAC P-80.3.

51. ***Pg. 5-4. Construct additional enclosed aircraft storage hangars . . . . Ensure the finished maximum height of T-hangars do not penetrate the 7:1 transitional surface. Maximum allowable height of the T-hangar structure is approximately 28 feet.***

Response: Comment noted. The YCAA intends to continue to fully comply with all applicable requirements in the implementation of the recommendations of this Master Plan.

52. ***Pg. 5-6. Imaginary Surfaces. MCAS is not going to reclassify RWY 8-26 and RWY 17-35 to Class "A".***

Response: Comment noted. Refer to response #39.

53. ***Pg. 5-8. RPZ Plans, second paragraph, line ten. Add "to" between "according" and "the".***

Response: Changes made as suggested.

54. ***Page 5-8. RPZ Plans. The description of the Type II clear zone does not include the restriction of inhabited building. Please include the full text since this includes planning restrictions.***

Response: The text correctly states that a type II clear zone shall be graded and cleared of all objects except airfield lighting as stated within NAVFAC P-80.3, *Facility Planning Factor Criteria for Navy and Marine Corps Shore Installations*.

## **INDEX OF DRAWINGS**

55. ***Sheet #1 of 10. "Deviations" box should be deleted – not going to Class "A".***

Response: Comment noted. Refer to response #39.

56. ***Sheet #1 of 10. "Runway Data" box – for RW's 8-26 and 17-35, delete ultimate Class "A".***

Response: Comment noted. Refer to response #39.

57. ***Sheet #1 of 10. Runway Approach Surface for RW 17 is 34:1, not 50:1.***

Response: Changes made as suggested.

**58. Sheet #2 of 10. Delete all reference to Class "A".**

Response: Comment noted. Refer to response #39.

**59. Sheet #2 of 10. Change "SPRR" to "UPRR."**

Response: Changes made as suggested.

**60. Sheet #2 of 10. Delete TW "Y".**

Response: Comment noted. Refer to response #38.

**61. Sheet #3 of 10. Delete #17 and 18. See comments concerning Pgs. 5-3 and 5-4.**

Response: Comment noted. These buildings are intended to accommodate future civilian commercial airline activity. The YCAA intends to fully comply with all applicable standards when these facilities are constructed. Reclassifying Runways 8-26 and 17-35 as Class A would ensure that any of the proposed development within the existing terminal would not penetrate the transitional or primary surface.

**62. Sheet #3 of 10. Map shows the maintenance bldg. being inside the ADC surface for 3L-21R.**

Response: Comment noted. As mentioned in separate correspondence between the YCAA and MCAS-Yuma, the maintenance building remains below the ADC 50:1 surface. The Federal Aviation Administration reviewed and approved the construction of the maintenance building and determined that it is not an obstruction to air navigation.

**63. Sheet #3 of 10. Legend and Buildings/Facilities Box have numerous articles not depicted.**

Response: Comment noted. The legend is intended to represent all existing and future symbols that may be used on any of the plans in this set, not just the symbols shown on the plan. The entire building/facility directory is commonly placed on each set to provide a full representation of all airport facilities, not just those shown on the particular plan.

**64. Sheet #3 of 10. The BRL is inside the Type III Clear Zone for RW 3L-21R. NAVFAC P-80.3 states that inside the Type III CZ - "Buildings for human habitation shall not be sited in the Type III Clear Zone even if**

***they would not penetrate the approach departure clearance surface.”  
The BRL should be co-located with the ADC Surface line.***

Response: Comment noted. As referenced on the plan (General note 4, Sheet 1), the BRL shown on the plan delineates the boundaries of the primary surface and that all facility development should comply with transitional surface limitations.

**65. Sheet #4 of 10. Legend has numerous articles not depicted on map.**

Response: Comment noted. Refer to response #63.

**66. Sheet #4 of 10. Delete TW “Y”.**

Response: Comment noted. Refer to response #38.

**67. Sheet #5 of 10. Legend and Buildings/Facilities Box have numerous articles not depicted on map.**

Response: Comment noted. Refer to response #63.

**68. Sheet #5 of 10. Delete TW “Y”.**

Response: Comment noted. Refer to response #38.

**69. Sheet #5 of 10. Delete reference to Class “A”.**

Response: Comment noted. Refer to response #39.

**70. Sheet #5 of 10. Map shows a #15 but it is not listed in Buildings/Facilities Box in the Ultimate Legend.**

Response: This building was incorrectly identified as an ultimate facility. The plan has been changed to reflect that this is an existing building as identified in the Building/Facilities legend.

**71. Sheet #6 of 10. Approach to RW 17 is 34:1 vice 40:1.**

Response: Comment noted.

**72. Sheet #6 of 10. Approach to RW’s 8, 26, and 35 is 50:1 vice 40:1. Appendix E to the Joint Land Use Plan proposes a change to the City/County maps from 20:1 to 40:1. MCAS has never requested a waiver from NAVAIR of the 50:1 slope and the JLUP has never been codified. We have received a waiver for the 34:1 slope for RW 17.**

Response: Changes made accordingly.

73. ***Sheet #7 of 10. RW 17 profile should reflect one ADC slope of 34:1.***

Response: Changes made accordingly.

74. ***Sheet #7 of 10. Changes SPRR to UPRR on profiles for RW's 17 and 26.***

Response: Changes made as suggested.

75. ***Sheet #7 of 10. For RW's 17 and 35 the streets should be identified as either County or City.***

Response: Changes made accordingly.



## **CITY OF YUMA COMMENTS AND RESPONSES**

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Person Commenting	Representing	Comment Number(s)
1. Ms. Ema Lea Shoop	Councilwoman, City of Yuma	1-6
2. Mr. Todd Girdler	City of Yuma - Planning	7-19
3. Mr. Russell L. Lambert, Senior Planner	City of Yuma, Dept. of Community Development	20-48

1. ***Ingress and egress to land designated for air cargo should be identified in planning stage. (Commenter 1)***

Response: Comment noted. In the conceptual planning completed for the Master Plan for the air cargo area, the number of access/egress points was limited to reduce the number of intersections along the road. Access was primarily located along 4<sup>th</sup> Avenue to be consistent with regional planning which designates this as a portion of the designated cargo route to the airport.

***The following text preceded comments 2 through 6: As a member of the Yuma Planning Advisory Committee, I will be looking at the following four items as you design for the air cargo facilities:***

2. ***Ingress/egress to city street(s); (Commenter 1)***

Response: Comment noted. Refer to response #1.

3. ***Truck traffic circulation outside the project; (Commenter 1)***

Response: Comment noted. Refer to response #1.

4. ***Sewer line hookup; (Commenter 1)***

Response: Comment noted. A plan for utility upgrades to the cargo area was developed as part of this Master Plan. This included connecting to existing water lines along 4<sup>th</sup> Avenue and sanitary sewer lines along 40<sup>th</sup> Street.

5. ***Water line hookup. (Commenter 1)***

Response: Refer to response #4.

6. ***In the long range planning to acquire additional land west side of 4<sup>th</sup> Avenue, you mentioned the possibility of asking the City of Yuma for closure of 4<sup>th</sup> Avenue from 40<sup>th</sup> Street curving to Avenue A? (Commenter 1)***

Response: Comment noted. The Master Plan proposes closing 4<sup>th</sup> Avenue to provide for taxiway access to land west of 4<sup>th</sup> Avenue which the YCAA is considering purchasing.

7. ***Have you received the Joint Land Use Plan (copy enclosed), YMPO Countywide Transportation Plan, Draft City Circulation Plan (copy enclosed), and MLAS expansion plans? The City Planning Staff would appreciate it if this Airport Plan mentioned these other plans and how they are coordinated with airport planning. (Commenter 2)***

Response: Comment noted. These plans were reviewed during the preparation of the Master Plan to identify any planned improvements near the airport. The recommendations of this Master Plan should be considered in future updating to these plans, particularly planned improvements to the air cargo area including the potential closing of 4<sup>th</sup> Avenue to provide for taxiway access to the land west of 4<sup>th</sup> Avenue.

8. ***I would not say that the Yuma area has no highway capacity problems. It has some key intersections in a failure state regularly and some road segments with capacity and accident problems. (Commenter 2)***

Response: Comment noted.

9. ***Give the maps and tables a page number in final copy and revise table of contents accordingly. (Commenter 2)***

Response: Comment noted. All exhibits (maps) are identified within the Table of Contents.

10. ***Reprint Joint Land Use Plan Map so that colors are true to original. City logo is purple, teal and brown – and not pink. (Commenter 2)***

Response: Comment noted. This is an exact copy of the plan provided for use by the City.

11. ***Very long-term possibility of closing 4<sup>th</sup> Avenue (40<sup>th</sup> to Airport Loop) and Airport Loop (4<sup>th</sup> Avenue to Avenue A) would be consistent with our Major Roadways Plan which shows these roads as collector streets. These could eventually function as industrial area collector streets on YCAA land. I will send you a copy of adopted Major Roadways Plan. (Commenter 2)***

Response: Comment noted.

12. ***Has the consultant considered recent City annexations near AWL in population projections? (Commenter 2)***

Response: No. These projections are consistent with ADES population projections and were not prepared by the Consultant.

13. ***Need to summarize City's Airport Zoning District. (Commenter 2)***

Response: Summarized in Final Master Plan Report.

14. *Page 3-17, Second column, First paragraph. Add Avenue B in parenthesis after U.S. Highway 95. Change 9<sup>th</sup> Street to 16<sup>th</sup> Street. Add U.S. 95 in parenthesis after 16<sup>th</sup> Street. Add "South of 40<sup>th</sup> Street" after divided Highway. Change Highway 8 to Interstate 8. (Commenter 2)*

Response: Changes made as suggested.

15. *Discuss City of Yuma Circulation Element on p. 3-17. (Commenter 2)*

Response: A summary of roadway improvements near the airport as detailed in the Circulation element of the City of Yuma General Plan was added to the text as suggested.

16. *Currently, the AICUZ is planned to be updated in \_\_\_\_\_. The current AICUZ is dated \_\_\_\_\_. (Commenter 2)*

Response: MCAS-Yuma is not planning to update the present AICUZ study which was completed in 1979. The text has been updated to indicate the date of the last AICUZ study as suggested.

17. *For the Yuma International Airport, the City CIP is of utmost importance since it will be the document which shows funding for water, sewer, and road improvements. (Commenter 2)*

Response: Comment noted.

18. *The City of Yuma Zoning Code includes an airport overlay zone. Its main features are listed below: \_\_\_\_\_, \_\_\_\_\_. (Commenter 2)*

Response: Summarized in Final Master Plan Report.

19. *This approach is used in Yuma via the use of aviation easements/disclosure. (Commenter 2)*

Response: Comment noted.

20. *Certain proposed improvements identified in the airport master plan require the concurrence and approval of the Marine Corps from statements made at the last working group meeting. These included such items as runway and taxiway extensions, navigational aids, and reclassifications of some runways. If this is not probable for some of these improvements, their inclusion in the master plan should be listed*

***as desired improvements. Other improvements not needing MCAS concurrence should be listed. (Commenter 3)***

Response: Comment noted. All recommended improvements in this plan are just that - recommended improvements. To implement each of these plans will require YCAA coordination with many agencies including MCAS-Yuma, the Federal Aviation Administration, Arizona Department of Transportation - Aeronautics Division, just to name a few. Inclusion of recommended improvements in the plan does not signify that the improvement has gained all necessary approvals. The YCAA intends to continue to fully comply with all applicable requirements in the implementation of the recommendations of this Master Plan.

- 21. Off-site airport impacts resulting from proposed master plan improvements should be addressed in the plan. For example, air cargo facilities, though not designed, should be scoped and have projected funding to mitigate off-site noise to surrounding land uses and neighborhoods adjoining existing or proposed airport properties. (Commenter 3)***

Response: Comment noted. Off-site impacts were not included in the scope of this Master Plan. These issues should be addressed during design and construction when appropriate data will be available to assess the impacts of the proposed development at that time. Land use planning and development should consider the use proposed in this area.

- 22. Supporting infrastructure for airport development (i.e., roads, water, sewer, stormwater, electricity, etc.) is not identified in the master plan. This should be identified as an additional cost of airport expansion plans for the general aviation and air cargo development areas. (Commenter 3)***

Response: Comment noted. This Master Plan included plans for the extension of water and sanitary sewer to the air cargo area. Utility improvement costs are included in the final development costs in the capital improvement program.

- 23. Coordination of proposed or identified land use controls in the master plan (i.e., runway protection zones, glide paths/slopes, etc.) should have implementation measures and methods identified. The relationships of these safety tools with the City and County regulations are essential if appropriate land use controls for land use compatibility near the airport are to be put in place. (Commenter 3)***

Response: Comment noted. The implementation of the land use controls identified in the Master Plan is the responsibility of the City and County of Yuma and outside the scope of this Master Plan.

24. ***Pg. 1-4, Table 1A; Pg. 2-26, Table 2T. '92-'96 Aircraft Operations Summary (Military) and Historical Military Operations – These tables cover generally the same time frame but have differing sources. The number of military operations in these tables differs in some cases as much as 10,000+/- operations (1995). Consistent source information should be used in each table and the year-to-year military operations in the tables should be consistent. It is the City's understanding that 1997 military operations information is available and should be included in the tables. (Commenter 3)***

Response: These figures were updated for the final report based upon information provided by MCAS-Yuma during the preparation of the working papers.

25. ***Pgs. 2-6, 2-7. Population Forecasts – The City's 1995 mid-decade census population is accurately listed. The 1997 AZ Dept. of Economic Security (DES) estimate for the City is 65,130. With active and pending annexations, the City is expected to reach a year 2000 population between 70,000 to 72,000. This is slightly higher than the year 2000 forecast shown in Table 2A (Page 2-7) and may affect future year population projections. Subsequent enplanement or aircraft operations projections based on a lower City population may need adjustment. (Commenter 3)***

Response: Comment noted. These projections are consistent with ADES population projections at the time the forecasts were prepared.

26. ***Tables 2E to 2J (No 2I???), Leading Exports by Air and Pg. 2-19 (Table 2K - Forecast YIA Air Cargo Operations). Tables 2E through 2J reflect air cargo shipping for various locations by tonnage. Forecast shipping for Yuma International Airport (YIA) operations in pounds. The appropriate conversion to tonnage or a footnote indicating the conversion factor (pounds to tonnage) will assist read understanding and comparison. (Commenter 3)***

Response: Comment noted. The leading exports by air were included in the report to demonstrate this growing market in Arizona. This is a market segment that Yuma is wanting to serve. There is not a direct comparison between these numbers and forecast air cargo at the airport. Therefore, a conversion is not appropriate.

27. ***Pg. 2-26, Military Forecasts. While there may be some benefits of forecasting future military operations at a constant number through the 20-year planning period, this is not a realistic approach. Increases in military operations can be anticipated from past BRAC actions, realignment of existing operations groups (cost-savings) and general increased use of high quality climate/environment for training purposes. These factors should be considered in the increased military functions at the Air Station and included in all airport operations projections. MCAS-Yuma personnel should be able to provide projections for your use. (Commenter 3)***

Response: Comment noted. Military operations have been consistently declining at MCAS-Yuma over the past few years. While many of the reasons stated in the comment could increase military operations at MCAS-Yuma, a change in any of these factors could also decrease military operations. For planning purposes, a static level of military operations is sufficient for the analysis completed in the Master Plan.

28. ***Pg. 2-21, Active Market Share Forecasts. The text at the top of this page for the Yuma share of U.S. active and Western Pacific based aircraft (156 and 187, respectively) is not consistent with the information found in Table 2M (157 and 186). (Commenter 3)***

Response: Changes made accordingly.

29. ***Pg. 2-22, Table 2N. The forecast based aircraft will change if year 2000 and beyond City of Yuma populations are adjusted based on 1997 DES City estimates and adjustments to year 2000 - 2020 population forecasts. (Commenter 3)***

Response: The forecast population numbers were consistent with ADES population projections and will not be updated.

30. ***Pg. 2-25, left paragraph at bottom. Sentence grammar beginning . . . "Previously planning estimated that . . ." Suggest "Previous planning estimated that . . ." (Commenter 3)***

Response: Changes made accordingly.

31. ***Pg. 3-1 and 3-2. Master Plan focus is civilian operations only. Runway, taxiway, and other facility usage shared with MCAS is not discussed and therefore is considered an incomplete analysis of facility needs. Airfield requirements, although civilian aviation focused, should consider and identify facilities and operations currently provided by the military which are not presently provided as civilian operations.***

***Comparison of FAA and military design standards should also be identified whether included in the needs assessment for civilian operations or not. (Commenter 3)***

Response: Comment noted. The comment correctly stated that this Master Plan is an assessment of civilian facility needs only. The scope of the Master Plan did not include assessing military operations and facility needs. The Master Plan is intended to determine facility needs which will enhance both civilian and military use of the airport by addressing facility needs which will efficiently accommodate expected civilian growth at the airport. Military design standards were considered in all phases of landside layout particularly in the terminal and general aviation areas. A review of the existing MCAS-Yuma Master Plan will show that the MCAS-Yuma Master Plan similarly focuses on military operations only. The two Master Plans present a total picture of the aviation assessment and needs of the airport(s).

- 32. Pg. 3-4, Airfield Capacity. Airfield capacity is focused only on civil aviation. With the military's airport operational control for key aspects of the airport, discussion should address the effects of expanded civilian aviation operations and needs for cooperative efforts to integrate the desired improvements. (Commenter 3)***

Response: Comment noted. The airfield capacity analysis included existing and forecast military operational activity. Many of the recommended taxiway improvements were proposed to enhance expanded civilian operations at the airport by segregating military and civilian aircraft activities. The Master Plan recognizes that the implementation of many of the recommended improvements will require coordination with a number of federal, state, and local agencies, including MCAS-Yuma. The military's lack of knowledge of airport capacity planning and development techniques creates a void in their understanding of accepted industry engineering design methods to accommodate future safety and capacity needs.

- 33. Pg. 3-5, Table 3B. Annual operations noted for the Existing, Short Term, Intermediate Term and Long Term periods do not coincide with Table 2V. (Commenter 3)***

Response: The annual operational totals listed in Table 3B were updated to numbers presented in Table 2V.

- 34. Pgs. 3-5 and 6. Wind data and runway crosswind coverage data is provided in Table 3C; however, the specific methodology for review of wind data and conversion into table percentages should be identified in an appendix possibly with the actual wind data for all runways. (Commenter 3)***



Response: The wind rose included on Sheet 1 of 10 at the end of Chapter 5 summarizes actual wind data used in the computation of the wind coverage listed in Chapter Three. A determination of wind coverage can be completed by adding the wind coverage in each of the crosswind component "boxes". For example, to determine wind coverage at 10.5 knots, all numbers within this box for each runway can be added together to estimate this coverage. An FAA computer program was used to prepare the wind coverage listed in the report. The wind data is too extensive to summarize in an appendix to the Master Plan.

35. ***Pgs. 3-8 and 9. Taxiway needs and improvements are identified focused on expanded use of runways primarily used at this time for civilian aircraft operations. Those operations will be enhanced with suggested improvements. However, the effects on or implications to military operations is silent. Operations and improvement plans should be proposed that indicate coordination between the military and civilian operations staffs at the airport. (Commenter 3)***

Response: Comment noted. The proposed taxiway improvements can only benefit military operations. There is no negative impact anticipated as these taxiway improvements would further segregate military and civilian activities at the airport which enhances safety and airfield capacity.

36. ***Pgs. 3-11 and 12. Airport lighting and marking is discussed with conclusions for certain runways identified. No discussion or correlation with military facility needs or conflicts is provided. Impact on future military operations is unclear and should be identified. Improvement plans should be proposed that indicate coordination between the military and civilian operations staffs at the airport. (Commenter 3)***

Response: Comment noted. All lighting improvements can enhance military operations. Prior to completing any lighting improvements, the YCAA fully intends to comply with all applicable requirements.

37. ***Pg. 3-17. Airport access discussion comments previously submitted by Mr. Girdler of this office may not have mentioned two items for future roadway improvements/access ways to or from the airport. Roadway widening and improvements to 4<sup>th</sup> Avenue south of 32<sup>nd</sup> Street should be clarified while Avenue B, an alternate route to and from the City is presently identified as U.S. Highway 95 from 16<sup>th</sup> Street south to San Luis, Arizona. (Commenter 3)***

Response: Comment noted.

38. ***Pg. 4-2. Previous Master Plan discussion includes reference to the development of a 50,000 square foot building for cargo handling in 1998. Unless this development is imminent, 1999 or later is a more probable time frame (1-3 years?) (Commenter 3)***

Response: Comment noted. Text referring to this development has been deleted since this improvement was not completed.

39. ***Pg. 4-3. Initial Development Considerations discussions include a listing of several objectives. One indicates the targeting of local economic development using YCAA property. Please clarify whether this property is under the control of and managed by YCAA or owned by Yuma County (or both). (Commenter 3)***

Response: Comment noted. The YCAA intends to develop all land under their control which includes property leased to the YCAA by Yuma County.

40. ***Pg. 4-9. The recommended Air Cargo alternative is apparently derived from the previous discussion on advantages and disadvantages of two options. This discussion does not indicate a correlation with previous discussion on forecast air cargo needs over various time frames (short, intermediate, or long). What need is met by the proposed "first phase" recommended alternative compared with the air cargo need projections earlier in Chapter 2? (Commenter 3)***

Response: To assist in long range development planning, the recommended air cargo alternative was developed to identify the ultimate development of the entire 80-acres presently reserved for air cargo development and develop strategies to provide airfield access to a 120-acre parcel of land west of 4<sup>th</sup> Avenue which the YCAA is considering purchasing. For this reason, the recommended alternative does not correlate with the planning horizons. A phased-development of a portion of the air cargo area is included in the Airport Development Schedule in Chapter Six. This identifies the portions of the air cargo area which are anticipated to be developed during the planning period of the Master Plan. The remaining portions of the air cargo area will be developed as demand conditions warrant.

41. ***Pg. 4-19. Airport Alternatives Conclusions - The second paragraph of this section dealing with land use compatibility issues mentions that "The YCAA view purchasing land, easements or development rights as a last resort in ensuring land use compatibility." "Last resort" phraseology indicates that YCAA has reached that stage for various parcel acquisitions critical to civil aviation or air cargo operations. Such are apparently identified in the proposed acquisitions noted later in Chapter 6. The YCAA should constantly be alert to development,***

***airport buffer or future expansion opportunities based on a “strategic” or master plan. This is further elaborated on in Chapter 5.  
(Commenter 3)***

Response: Comment noted. Historically, land use compatibility to protect airports has been the local governmental jurisdiction’s responsibility, through land use planning and zoning. It has never been, nor is it now, a preferred method to buy land to buffer airports. This is especially true in the current environment of limited Airport Improvement Program funds, which are mandated by Congress to be spent for safety, security, and capacity.

- 42. Pg. 5-1. The Recommended Airport Master Plan is a “civilian” facility master plan. No discussion occurs within this study and report about joint military/ civilian planning effort even though it is a joint use airport. (Commenter 3)***

Response: Comment noted. The comment is correct; the scope of the Master Plan was limited to assessing civilian use of the airport and the facility needs and improvements related to this use. This is intended to give appropriate agencies, including MCAS-Yuma, advance notice of the anticipated future civilian facility needs for inclusion in their long-term facility planning.

- 43. Pgs. 5-8 and 9. Imaginary Surfaces and Runway Protection Zone Plans – This section provides a review of FAA and military imaginary surfaces and zones in and around the airport. No discussion occurs regarding the relationships between City or County ordinances with these military or FAA surfaces or protection zones. No conclusions are reached nor recommendations made to enhance safety or operations in or around the airport through coordinated efforts between YCAA, the military, and local governments. (Commenter 3).***

Response: Comment noted. The City and County of Yuma have separately approved the Joint Land Use Plan. However, all elements have not been implemented, specifically the RADSA and AIOD. It will be at the discretion of both the City and County of Yuma to determine how the recommended safety areas as identified on these plans are implemented.

- 44. Pg. 6-3, Table 6A. Airport Development Schedule - Year 2000 total improvement costs are shown to be \$4,852,500. Other years (1999, 2001, 2002, 2003) total improvement costs are also shown and reflected in recommended capital improvement funding in Table 6C. However, there is a difference in Year 2000 costs in Table 6A and Table 6C CIP expenses of approximately \$500,000. This would result in a Local CIP share increase from \$418,700 to around \$950,000. This should be***

***clarified to confirm if the projected Annual Deficit for FY 2000 would be nearly \$35,000 or \$600,000. (Commenter 3)***

Response: Comment noted. The cost to develop the T-hangars in FY 2000 was removed from the cash flow analysis as these hangars were assumed to be developed privately and not with YCAA funds.

- 45. Exhibit 6C - Air Cargo Development Staging. This exhibit provides a good picture of the development stages for the air cargo facilities during the horizon planning period. For the projected demand, significant resources are being proposed during this 20-year planning period. It is not clear when the remaining portions of the air cargo facilities would be built nor what those costs would be for build-out of the balance of the air cargo facilities. With this financial commitment, it was indicated at the PAC meeting of August 26, 1998 that "only a plane or two per week" would be using these facilities. Many remain behind air cargo facility development to enhance economic development opportunities but the frequency of activities here should be linked with agreements and/or contracts for delivery/transport of goods and services. This connection between investment and return has not been clearly shown (pending agreements, contracts, etc.) (Commenter 3)***

Response: Comment noted. All recommended improvements in this Master Plan are demand-based. In this manner, development will only proceed when demand conditions warrant. It is expected, based upon the air cargo forecasts, that only a portion of the 80-acres presently dedicated for air cargo development will be needed through the planning period. Any remaining development of the proposed air cargo layout is subject to air cargo activity at the airport. YCAA investment is directed toward infrastructure development such as utilities, taxiways and/or aircraft parking aprons. Buildings and landside development will be required by private investors or constructed by YCAA with funding leveraged through tenant leases.

- 46. Drawings - Sheet 6 of 10 (Part 77 Airspace Plan) - Same comments apply to Sheet 7 of 10 (Approach Profiles). Approach/Departure Clearance (ADC) surface ratios (40:1) on Runways 8-26 and 17-35 have not been adopted by local governments within their airport zoning overlay districts. The Joint Land Use Plan did recommend the adoption of a 40:1 slope on Runway 8-26. The YCAA should provide a more active role in assisting local governments with implementation of codes effecting the recommended ADC surfaces. (Commenter 3)***

Response: Comment noted. Official committee representation in the Joint Land Use Plan process was restricted by design to only include City and

County Planning and Zoning members and a representative from MCAS-Yuma. No other formal participation was permitted until the County Board of Supervisors directed creation of a citizens' working group, which included the YCAA, to address issues specific to the Runway Approach/Departure Safety Area (RADSA) designated for Runways 8/26. The YCAA would be delighted to take a more active role in assisting local governments developing and implementing airport-related codes should such an opportunity be afforded to the YCAA.

47. ***Drawing 8 of 10 (Approach Profiles). The obstruction table identifies 32<sup>nd</sup> Street as an obstruction and having a "disposition" noting "displace threshold 575." This information is not clear nor indicates if the road would be moved or displaced 575 feet or if it means something else. This should be clarified with comments or notes on the map. (Commenter 3)***

Response: Comment noted. The disposition of the roadway clearance penetration to the ADC surface will be done at the discretion of MCAS-Yuma. The proposed disposition has been changed to note that an aeronautical study be completed to determine the appropriate measures to eliminate this penetration of the ADC surface.

48. ***Drawing 9 of 10 (Clear Zones Plan) – Same comments for notes apply to Sheet 10 of 10 (Clear Zones Plan) for 32<sup>nd</sup> Street. The obstruction table identifies two (2) locations (32<sup>nd</sup> Street and Fortuna Avenue) which are located within clear zones. 32<sup>nd</sup> Street is also noted with a disposition to "displace threshold 200" while Fortuna Avenue has a disposition noting an "aeronautical study". Please clarify or provide comments on the map what these items are or require. (Commenter 3)***

Response: The proposed dispositions for each alternative have been clarified on the appropriate drawings and requests that an aeronautical study be completed to determine the appropriate measures to take to eliminate this penetration of the ADC surface in each of these areas. The disposition of the roadway clearance penetrations to the ADC surfaces will be done at the discretion of MCAS-Yuma.

## **YUMA METROPOLITAN PLANNING ORGANIZATION COMMENTS AND RESPONSES**

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Person Commenting	Representing	Comment Number(s)
1. Robert Vaughn, Executive Director	Yuma Metropolitan Planning Organization	1-3

Refer to Pages 3-17 "Airport Access"

1. *This section is "very full," making it difficult to read and understand. Perhaps a little more explanation and/or a map could improve clarity. (Commenter 1)*

Response: The reader is directed to Exhibit 4J which provides sufficient detail to determine the recommended air cargo routes to the airport.

2. *The information provided is generally correct. However, one needs to know that County 8<sup>th</sup> Street is the same as City 8<sup>th</sup> Street. (The only street wherein that is true. In another case, County 10<sup>th</sup> Street is the same as City 24<sup>th</sup> Street.) Also, City 16<sup>th</sup> Street carries U.S. 95 through the City of Yuma. Hence, the sentence stating, "... and 4<sup>th</sup> Avenue to six lanes from 32<sup>nd</sup> Street to 9<sup>th</sup> Street ..." should read "... and 4<sup>th</sup> Avenue to six lanes from 32<sup>nd</sup> Street to City 16<sup>th</sup> Street, or U.S. 95." (Commenter 1)*

Response: Changes made accordingly.

3. *(To Ed Thurmond, Director, Yuma International Airport) Ed, during the meeting on 10/7/97, you said words to the effect, "I've worked in seven major airports in this country, and Yuma International Airport is the only one where a joint City-County Land Use Plan has been adopted by elected officials to protect the airport." I think this is a really strong statement, and suggest it be used whenever appropriate. (Commenter 1)*

Response: Comment noted.

**ARIZONA DOT (ADOT)  
COMMENTS AND RESPONSES**

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Person Commenting	Representing	Comment Number(s)
1. Ray Boucher, Aviation Program Analyst	ADOT	1-22



## Chapter One: Inventory

1. ***(General Comment) – It appears in light of the current situation with the BRAC process and military airports in the State of Arizona, the master plan update should address the joint-use aspect of the airport and current relationships with Yuma MCAS, the County and City. Your most recent correspondence to our office would provide a great deal of this information, maybe as an appendix to the master plan.***

Response: The airport history section provides summary detail on the joint-use aspect of the airport. The correspondence referred to in the comment responds to specific comments made by the Spectrum Group during the preparation of a study for the Arizona Military Preservation Committee. While these comments do address some of the aspects of the joint-use aspect, they are tailored in a manner to respond to specific assertions made by the Spectrum Group and therefore are not fully relevant to the Master Plan.

2. ***GA parking: Details concerning location, number of spaces, type, etc., are missing. There are no figures on the number of employees on the airport although the Economic Impact Study obviously counted them (see Economic Benefit Study).***

Response: General aviation area parking details added as suggested. As stated, the Economic Benefit Study provides detail on employment at the airport.

3. ***Security: No discussion of security adequacy, fencing, no. of personnel involved, etc. We know it is a military installation but we also know the airport has security responsibilities that are not addressed.***

Response: An assessment of security adequacy was not included in the scope of work. The YCAA provides security in accordance with all FAA standards. In recognition of the joint-use aspect of operations at the airport and location near an international border, the YCAA exceeds many of the security standards of the FAA. For example, security fencing meets Department of Defense standards for height, 7-foot versus 6-foot for FAA. Access to general aviation areas exceeds standards normally used for general aviation areas.

4. ***Fuel Storage: The degree of compliance with ADEQ/EPA standards is not indicated, nor the number of personnel, fuel vehicles or hours of operation.***

Response: The scope did not include an analysis of information regarding inspections and conformance with all regulatory standards for privately-owned tanks at the airport. The number of personnel, fuel vehicles, and hours of operation are considered irrelevant to the Master Plan since these can change on a frequent basis and are not considered in the determination of facility

requirements. Information of fueling hours is available in the FAA Airport/Facility Directory as well as many other private publications. It is recognized that it is important to note in the Master Plan whether fueling is stationary or mobile as this provides an indication of the preference for fuel tank location. As stated in the Master Plan, mobile fueling is utilized at Yuma.

5. ***The local traffic patterns for the two GA runways are not addressed.***

Response: The text was updated to include local traffic pattern data.

6. ***CRITICAL: There is no physical inventory of the based aircraft by type and tail number ("N" Number). The State needs this information for its records.***

Response: Appendix C summarizes based aircraft detail gathered during the Master Plan process and used in the determination of base year (1997) based aircraft totals.

7. ***Windrose not updated. A call to the NWS in Reno revealed that there is additional data available for the years 1992-1996 that can be used to update the current windrose (cost \$75.00). It appears that if the State can obtain the information by a telephone call, the Consultant certainly could.***

Response: Updated wind rose information for 1987 to 1996 was gathered for this Master Plan. As noted in Chapter Three, this information was used to compute the current wind coverages, but was inadvertently left off the data sheet for the Airport Layout Plan set.

8. ***Land Use Planning (Chapter 4): Although there exists a comprehensive land use plan for the Airport, agreed to by the County and the City, the political jurisdictional boundaries are not illustrated to this very complex exhibit (Exhibit 4J). It is difficult to read and unusable to evaluate the land acquisition plans and their effect on the planned land uses in this area.***

Response: This is an exact copy of the joint land use plan provided by the City of Yuma to illustrate only the Joint Land Use Plan.

9. ***There is no evaluation of the airfield surfaces. Granted, the Yuma MCAS takes care of these surfaces, however, there is a responsibility to report their condition if only limited responsibility can be addressed. The leased surfaces are not addressed either.***

Response: The evaluation of pavement surfaces was not included in the Master Plan scope of services. It should be noted that the YCAA follows a regular pavement maintenance program, as required by Federal and State regulations for the taxiways and aircraft parking aprons constructed by and/or located on County property.

10. ***The Airport Management structure is not indicated, nor are the number of people employed in any of the on-airport facilities that are part of Yuma International Airport. It is difficult to address growth requirements throughout the planning period if accurate figures are not produced to compare the past with the present.***

Response: Page 1-3 discusses the YCAA, its number of employees, and responsibilities. The economic benefit study addresses on-airport employment.

#### Chapter Two: Forecasts

11. ***Annual Instrument Approaches are not discussed.***

Response: An analysis of Annual Instrument Approaches has been added to the forecast chapter.

#### Chapter Three: Facility Requirements

12. ***Airspace Capacity Analysis is missing.***

Response: A discussion of the airspace structure was included in Chapter One. It is intuitively obvious from this discussion that there are no airspace capacity issues at the airport. It is important to consider the military use airspace near the airport, but this does not significantly degrade capacity. These airspace designations are only made to allow for greater awareness by pilots when operating in these areas. Factors which significantly affect airspace capacity include, for example, lack of radar coverage and hold times to slot controlled and flow-controlled airports. These factors do not affect airspace capacity at this airport.

13. ***The Terminal Gate Capacity is not addressed. Isn't this a commercial service airport?***

Response: A cursory overview of terminal requirements and capacity was completed for this Master Plan since a terminal area master plan was recently completed for the airport and a new terminal constructed to accommodate

commercial airline growth well beyond the planning period of this Master Plan. For this reason, terminal gate capacity was not addressed in this Master Plan.

- 14. *Hourly Capacity VFR and IFR, Hourly Delay and annual delay are all missing from this chapter. Runway use percentages, percent touch-and-go, etc., are all missing.***

Response: Comment noted.

- 15. *In the discussion of landside facilities requirements, commercial apron and gate requirements are not described.***

Response: A cursory overview of terminal requirements and capacity was completed for this Master Plan since a terminal area master plan was recently completed for the airport and a new terminal constructed to accommodate commercial airline growth well beyond the planning period of this Master Plan. The current ALP depicts an expansion of the apron to the east.

- 16. *Future Fuel Storage capacity is not addressed except to say "... will be dependent upon independent distributors."***

Response: This statement is correct. A number of factors will determine the need for additional fuel storage capacity, including fuel delivery times, fuel sales, and the FBO's own guidelines for fuel storage. Since fuel storage tanks are owned and operated independently at the airport, fuel storage requirements were not determined.

- 17. *Future Utility requirements based upon facility requirements aren't addressed. If they are to be addressed at a later point in the chapter, this should be mentioned and where.***

Response: A utility plan was developed to determine the primary utility line placement in the air cargo area. The extension of primary utility lines is included in the general aviation development costs.

- 18. *Again, although Yuma MCAS is responsible for ARFF requirements on the airport, future ARFF facility requirements should be indicated and a determination whether Yuma MCAS ARFF facilities will be adequate to meet the FAA requirements.***

Response: As discussed in the facility requirements chapter, future commercial airline use of the airport is not expected to change the existing ARFF index. Since MCAS-Yuma exceeds the requirements for the existing ARFF index, further analysis was not completed.

**19. *Additional perimeter roads/gates requirements are not addressed.***

Response: The Airport Layout Drawing indicated perimeter service road improvements. No additional changes were anticipated during the planning period. The airport development schedule includes provision for on-airport access roads.

Chapter Five: Airport Plans

**20. *There is no discussion of the Airport ARC code, what design standards are being applied to the facilities in the terminal, GA and Cargo areas.***

Response: The airport reference code discussion in Chapter Three indicates that ADG II criterion is applied to apron and aircraft operating areas in the general aviation and terminal areas, while ADG V is applied to the air cargo area.

**21. *There are several obstructions indicated on the airspace drawings, whose responsibility is it to clear those up. It should be indicated in the text.***

Response: The Master Plan is clear that the airfield is under the jurisdiction of MCAS-Yuma. The YCAA has taken the initiative to acquire easements and clear obstructions in the Runway 8 and 17 approach paths. The Master Plan indicates that the airfield and associated airspace is the responsibility of MCAS-Yuma. Therefore, MCAS-Yuma is ultimately responsible for clearing obstructions to approach paths at the airport. As part of the assurances the YCAA made to the Federal government in receiving Federal funding for civil improvements at the airport, the YCAA is also responsible for ensuring the safety of flights to the airport. Therefore, while technically the runways and associated approach paths to the airport are the responsibility of MCAS-Yuma, the YCAA has taken the initiative to clear obstructions and obtain easements to protect the approach paths to Runways 8 and 17 from future objects. These actions benefit both military and civilian activities by ensuring a safe and unobstructed approach to each runway end and demonstrate the resources available from the YCAA available in resolving airport and public safety issues.

Chapter Six: Financial Plans

**22. *There are no utility expansion projects illustrated in the 20-year planning period. It is difficult to understand how the expansion of facilities can be accomplished without expanding utilities to accommodate the expansion.***

Response: The airport development schedule has been updated to include primary utility line extensions for the air cargo area. The general aviation development costs include utility line extensions.

## FAA-WESTERN PACIFIC REGION, AIRPORTS DIVISION COMMENTS AND RESPONSES

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Person Commenting	Representing	Comment Number(s)
1. Margie Drilling, Aviation Planner	FAA, WPR	1-40

1. **Pg. 1-1, Col. 2, Para. 3, Line 10.** *Place a comma between (MCAS) and "airport."*

Response: Changes made accordingly.

2. **Pg. 1-3, Airport History Section.** *By reading text, it is not clear who originally had control or was overseeing land prior to its existence as "Fly Field." Due to negotiations being made on behalf of the "County" w/DOI, I assume the "County" was the property proprietor. Clarify to reader.*

Response: The text correctly indicates that the County negotiated a lease with the Department of the Interior, who was the property owner.

3. **Pg. 1-3, Airport History Section.** *Set baseline information for area of inventory. Describe the unique situation Yuma Airport has with the Marines. Yuma Airport environs do not per say include the runways and associated taxiways. Their primary focus is on landside facility development. Expand your text to make it clear on the existing situation of the airport.*

Response: The text summarizes that MCAS-Yuma is responsible for the airfield and approaches, and that the YCAA controls approximately 300 acres of the airport site.

4. **Pg. 1-3, Airport History, Col. 2.** *Explain what the "joint use patent" is. You should give more depth as to what limitations and controls the airport has under this document.*

Response: The text has been updated to provide additional detail on the joint-use patent. Specifically that the patent provides for unlimited civilian use of the airport and that the YCAA (through Yuma County) has the authority to collect and retain all landing revenues for operating expenses.

5. **Pg. 1-4, Air Traffic Activity.** *In accordance with your scope of work, this section is to include data discussion on military operations and aircraft type. No such data currently is found. Add information accordingly. Additionally, information concerning fuel training activities is supposed to be included. None such exists. Add this data as well.*

Response: This data is included in the Master Plan. Historical military operations are included in the discussion of aircraft operations. A discussion of military aircraft type is included in both the forecast and facility requirements chapters. Please note that the item referred to in the comment as fuel training activity was not included in the scope of work. In the scope this was intended to refer to fuel and training activity separately. A comma was inadvertently

excluded from the sentence, which has led to the confusion that fuel training activity is to be included in the Master Plan. Fuel training was not included in the scope of work and therefore is not included in the Master Plan.

6. ***Exhibit 1C, Airside Facilities. Where is the MCAS property line in relation to the surrounding area? Add. Pg. 1-8 indicates Twy I has easement over MCAS property. It is unclear where this parcel is in relation to YCAA property and MCAS. Label and clarify each. ID the parcel.***

Response: Changes made accordingly.

7. ***Pg. 1-6, Airfield Facilities (runways, taxiways, pavement conditions, airfield lighting, pavement markings, navigational aids). In accordance with your scope of work on Pg. A-4, your reports' discussion on airfield facilities is to give information on the condition and adequacy and use of everything reported. Non of this information is included presently. Go through entire section and modify text to include information on the facility conditions.***

Response: The jurisdiction of airfield facilities is under the control of MCAS-Yuma. Details concerning the condition of airfield facilities was not included in the Master Plan for this reason. A pavement evaluation was not included in the scope of the Master Plan to adequately report the condition of taxiway pavements maintained by the YCAA. It should be noted that the YCAA follows a systematic pavement maintenance program to ensure all pavements remain in operating conditions and preserve the considerable investment in these pavements as required by Federal and State requirements for the taxiway and aircraft parking aprons constructed by and/or located on County property. The adequacy of existing airfield facilities to accommodate forecast civilian demand is addressed in Chapter Three.

8. ***Pg. 1-10, Acronym. Shouldn't the word "Loran-C" be all caps like at the top of the page? Change the two not capitalized on this page. First col., last para., and second col., third para., last sentence.***

Response: Changes made accordingly.

9. ***Exhibit 1D, Landside Facilities. Letter "T" looks like #1. Recommend use of a different font that has tail at top and bottom of letter for clarity.***

Response: Changes made accordingly.

10. ***Pg. 1-13, Air Cargo Facilities. Para. 2 uses the word "cargo ramp." The word "ramp" and "apron" are synonymous but to be consistent w/Exhibit, change wording to "cargo apron" in text.***



Response: Changes made accordingly.

11. ***Pg. 1-13, GA Facilities. In accordance with your scope of work, condition of structures on page A-4 as well as the adequacy and use were to be discussed. I find no references to this in your text. Add in as required this discussion as pertinent to GA facilities.***

Response: Relevant information concerning facility condition is included where appropriate. Detailed records were not available which accurately defined the condition of all general aviation facilities at the airport. It should be assumed by the reader that unless otherwise stated, facilities are in working order. Other relevant data on general aviation facilities is included within the report. The inventory chapter provides detail concerning the location and size of both YCAA-owned and privately-owned hangars. The use of hangar facilities is obvious, therefore, this is not expressly stated within the text. The adequacy of hangar facilities to meet projected demand is assessed in Chapter Three, Facility Requirements.

12. ***Pg. 1-14, Fuel Storage Facilities. A lot of information is missing relevant to these facilities. Include the following: When were they installed? How often do they get inspected? When were they last inspected and what were the results? Are they currently up to state and federal standards? What is their removal schedule? Tanks are to be removed in accordance with the law by Dec. 28, 1998. Your scope of work indicates the location of tanks and age of equipment and tanks is required to be included within document. Revise accordingly.***

Response: The report has been updated to include relevant information on the age and location of privately-owned tanks at the airport. The scope did not include an analysis of information regarding inspections and whether these tanks were in conformance with all regulatory standards for privately-owned tanks at the airport.

13. ***Pg. 1-14, Other Facilities. In accordance with scope of work, the title should be changed to "Ancillary Facilities." Make correction as required. Also, as per the scope pg. A-4, the condition of facilities, their adequacy and use should also be discussed within this section which they currently are not.***

Response: The organization and format of the scope of services is not intended to define the exact format of the Master Plan. Therefore, the title of this section will not be changed. It should be assumed by the reader that unless otherwise stated, facilities are in working order.

14. **Pg. 1-15, Airspace, Air Traffic Control.** *Noise abatement procedures in accordance with your scope of work are to be discussed within text of report. No such discussion exists. (Page A-6 of Scope of Work.) Add this discussion as required. If there are none, then so state.*

Response: Changes made accordingly.

15. **Exhibit 1F, Regional Airspace Setting.** *Symbolic legend at bottom is not consistent with picture. Military training routes should show a brown-colored line with IR number over it so as to distinguish it from any other lines on this exhibit. Class "E" Airspace is not shown. Add to drawing.*

Response: Changes made accordingly.

16. **Pg. 1-17, Col. 1, para. 1, last sentence.** *Who owns and operates the "Laguna AAR"? Do not assume all readers know what AAR stands for.*

Response: Changes made accordingly.

17. **Pg. 1-17, Socioeconomic Char.** *In the opening paragraph, you should define the parameters established within your scope of work for measurement of socioeconomic characteristics. Include the following: "Emphasis within this section was placed upon identification of specific socioeconomic characteristics of the developed areas within the local environs." What are/is considered to be the local area? Establish boundaries for area of influence for this study.*

Response: It is evident from the data included in the tables that the local service area for the statistical analysis in the Master Plan includes both the City and County of Yuma. It should be noted that the service area for the airport can extend into northern Mexico from San Luis to Mexicali, the southeastern part of Imperial County, California and as far north as Quartzite in La Paz County.

18. **Pg. 1-17, Population.** *In accordance with scope of work, data factors are to also include population by age group. Where is this shown in report? Add this additional data to study as required.*

Response: These factors were not determined to be relevant to the study and therefore not included in the analysis since they would not correlate to determining future aviation demand.

19. **Pg. 1-17, Socioeconomic Char.** *Where is the section discussion on "housing characteristics?" In accordance with scope of work, pg. A-6, this data is to be addressed within report. Add to section as required.*

Response: Refer to response #18.

20. ***Pg. 2-1, Forecasts. Establish what the baseline assumptions are within your discussion. Reader is clueless unless told. You know but reader does not.***

Response: The assumptions for each forecast analysis are included throughout the forecast working paper. There are no other assumptions separate from those developed for each forecast.

21. ***Pg. 2-5, General Aviation, line 1. Last word in first sentence should be changed to "it's" from "it."***

Response: Changes made accordingly.

22. ***Pg. 2-7, Table 2A. Under "Source", give a date or period of time when information was acquired. Was this taken from a book, by phone call, how?***

Response: The source of the information in Table 2A is correctly stated. Information on how the information is acquired is generally not considered relevant to the listing of the source.

23. ***Pg. 2-12, Air Cargo. Expansion of air cargo at Sky Harbor under new master plan may or may not have an effect at Yuma. Mention what, if any, impacts this could have on Yuma, positive or negative. Shouldn't be totally ignored within your discussion.***

Response: The text and analysis are clear. Yuma International Airport is expected to serve two niches in air cargo service. First, they will continue to serve overnight and express service from dedicated all-cargo carriers. Presently, all Yuma cargo shipped in this manner is flown to Phoenix where it is consolidated for shipments to national hubs. Secondly, it is expected that the airport will begin to serve the growing local cargo activity for specialized cargo shipments (such as fresh fruits and vegetables) and possibly provide additional capacity for cargo in the congested Los Angeles region. The forecast expansion of air cargo activity at Sky Harbor is in response to their needs and separate from conditions at Yuma.

24. ***Pg. 2-19, GA Forecasts. On page 2-23 your discussion introduces the use of helicopters in to the future fleet mix as consistent with national trends. You should then categorize under special purpose activity and expand discussion on forecast of helo ops. If you're going to introduce this info. to reader, you are obligated then to address its current and future presence in your forecasting.***

Response: Helicopter activity is included with total operational activity. Separate data is not maintained on helicopter activities at the airport. For this reason, helicopter activity cannot be determined and forecast accurately.

25. ***Pg. 3-1, Facility Requirements. Page one should properly establish the baseline airport physical planning criteria but using what is written within the scope of work under Task 5.1, "... criteria includes ..." The text here identifies the planning criteria used for assessing the adequacy of the various airport facilities.***

Response: This portion of the text only establishes the planning criteria for airfield facilities. The planning criteria for other facilities is discussed within the analysis for each of those specific facilities.

26. ***Pg. 3-2, Airfield Requirements. Section content does not agree with the sponsor's scope of work outline. The scope has identified the airfield facilities section to include the aprons, aircraft parking, hangaring and tie-down facilities. Why have you not followed this format? Does the sponsor agree to the change in what you've prepared here from what was asked of you? Recommend following the outline as prescribed in your scope as prepared by them.***

Response: The Master Plan Scope of Services outlines the data which will be included in the Master Plan analysis. It is not intended to control the format of the Master Plan document. The format of the Master Plan will remain unchanged for this reason.

27. ***Pg. 3-4, Runways. Your discussion makes no mention that Yuma has no jurisdiction over runway development. This is all done on the military side of the house. You need to discuss how things operate at Yuma as far as development jurisdiction goes.***

Response: The text of the Master Plan clearly indicates that the jurisdiction of the airfield is under the control of MCAS-Yuma. This is introduced to the reader in Chapter One.

28. ***General. Add in a Glossary of Terms and List of Commonly Used Acronyms to report.***

Response: Changes made accordingly.

29. ***General Statement. AIP dollars are not available for any of the airside development proposed within the context of this study. As stated within Chapter 1 of this report, page 1-3, all runways and taxiways remain under the control of the military. Therefore, I find it objectionable to propose***

***any possible development for airside consideration when the "authority" has no jurisdiction.***

Response: PLANNING for airside development by the YCAA is not constrained by jurisdiction. Careful analysis of planned development shown in the Master Plan clearly depicts improvements that enhance airport SAFETY and CAPACITY. The Planning Advisory Committee involvement is intended to create a dialogue between the YCAA, interested or affected parties and the consulting experts as to the meaning and impact of the planned development. There is significant precedent across the country, as well as at this airport, to demonstrate that AIP dollars CAN BE and HAVE BEEN spent on military property, with their concurrence, under very strict FAA criteria. The YCAA intends to continue to plan for the future needs of civil aviation at this airport and to fully comply with all applicable requirements in the implementation of the recommendations of this Master Plan.

- 30. There is no intent on the military to consider development proposed within this report. If so, then there should be a lengthy discussion of what coordination has transpired between the "authority" and the military with a summary of what was agreed to by both parties.***

Response: There is a very long historical record of discussion on civil aviation planning and development regarding this airport that includes the YCAA, the military and the FAA. Most recently, all parties were involved with the planning and development of the Yuma International Airport terminal building. Similar to this Master Plan, the MCAS-Yuma was included in previous Master Plan projects. As conditions change, so do positions on various issues, therefore it is not practical to plan as if improvements to safety and capacity proposed in this Master Plan would not interest the military at some time in the future.

- 31. Additionally, the proposal of developing cargo facilities is questionable as to whether they would be AIP eligible. The discussion is vague and without much discussion as to the type of use whether it be revenue-generating or not.***

Response: Typically, these facilities are developed by various funding sources which may or may not include AIP funds for eligible items with ineligible items funded by private investment. Funding eligibility and sources will be determined when development demand warrants it.

- 32. The bottom line here is the reader must be better informed as to the nature of what jurisdiction the "authority" has as it applies to development of Yuma International. Why have there been no inclusion of "airfield" exhibits within the chapter presentation? The reader is being***

***totally misled as the chapter discussion applies to any consideration of airfield development.***

Response: The jurisdiction and Federal mandate for the operation of this airport is clearly defined in the Patent. In fact, it clearly conveys that civil aviation does not exist at the suffrage of the military. Furthermore, the Patent explicitly requires Yuma County (or YCAA as its agent) to “develop” and use its property “for public airport purposes”. Airfield improvements which improve safety and capacity as development occurs are in keeping with that Federal mandate. The FAA, as the successor in function to the Civil Aeronautics Administration, is tasked in the Patent to ensure the conditions and covenants so imposed by the Patent are complied with.

**33. Pg. 4-5. Col. 1, Para. 1. Define what Class B criteria is.**

Response: The dimension of Class B surfaces are discussed in Chapter Five.

**34. Pg. 4-5. Col. 1, Para. 3, Col. 2, Para. 1. What was the outcome of the recommendation for reclassification of Runway 8-26 and Runway 17-35? Explain.**

Response: This issue has not been resolved. As noted in MCAS-Yuma comments, MCAS-Yuma does not intend to change the classification of these runways.

**35. Pg. 4-5. Col. 2, Para. 2. Suggested revision to text on transfer of ownership of Runways 8/26 and 17/35 . . . Yuma County Airport Authority may wish to explore entering into discussions with MCAS Yuma concerning the potential of transferring ownership of Runways 8/26 and 17/35 along with associated parallel and connecting taxiways to the airport authority.**

Response: Text sufficiently describes recommendation. The YCAA has decided to pursue this option. The comment suggests that the text be revised to indicate that the YCAA explore options for entering into a discussion on the transfer of ownership of Runways 8-26 and 17-35.

**36. Pg. 4-6, 4-7. Col. 1 and 2 and Exhibit 4B. Your discussion of terminal area parking is very confusing. The numbers don't add up. Additionally your Exhibit doesn't support the numbers presented within the body of the text. All total for long and short term parking, it adds up to 527 spots. In Alternative A the “potential” long and short term stipulates 280 spots. Alternative B shows a garage with text referring to 595 at-grade spots and NO reference to a garage and the number of spaces it would accommodate not identified. With Alternative A the word “potential” as used . . . does this mean existing plus proposed or just “future” proposed need only,**

*which would be only 212 spots with the existing requirement being 223 according to text. Alternative A does not account for employee or rental car spaces. How come? Is there no plan? This is not how it is presented within text. Alternative B shows "rental car" spaces at 75 yet text describes a need for 160. Does the employee remote parking go away with the provision of employee parking next to the terminal. There is no reference or discussion on this subject within text.*

Response: Changes made accordingly. Alternative A provides for short and long term public parking expansion only. Employee and rental car parking needs are expected to be accommodated in a remote location under this alternative. In Alternative B, all parking needs are met in the terminal area with the development of a three level parking garage and terminal employee parking area.

37. ***Pg. 4-7, Advantages and Disadvantages discussion. Does not address rental car and employee parking needs. Expand discussion to address both within the report.***

Response: Changes made accordingly.

38. ***Pg. 4-8, Cargo Alternatives. Discussion should pull forecast numbers into the alternative descriptions. Square footage of apron areas and buildings should be tied into each alternative explanation.***

Response: To assist in long range planning, air cargo alternatives were developed to identify the full development potential of the 80-acre parcel of land presently reserved for air cargo and provide strategies for airfield access to a 120-acre parcel of land located west of 4<sup>th</sup> Avenue which the YCAA is considering purchasing. For this reason, the air cargo alternatives do not correspond with forecast activity. A phased-development of the air cargo area is presented in the Airport Development Schedule which provides for only a portion of the air cargo apron development.

39. ***Pg. 4-9, Col. 2, Para. 1. Initial cargo building. Identify within "exhibits" what is to be considered as the "initial" phase of development. You're showing from 5 to 8 buildings, depending on the alternative. Are they all to be within the "initial" development phase? Show your proposals with phased development for apron and taxiway development as well as building development. What is shown appears to be overly aggressive. If phased, it would support an objective of "demand" based development. There is nothing presented within the body of this report, which would clearly justify building the entire complex all at one time. Exhibits are misleading.***

Response: There is no intention to build the entire air cargo complex as shown in the alternatives. The intention of the alternatives was to define a layout for the entire 80-acre parcel of land presently reserved for air cargo development and provide strategies for airfield access to a 120-acre parcel of land located west of 4<sup>th</sup> Avenue which the YCAA is considering purchasing. A phased-development of the air cargo area is presented in the Airport Development Schedule which provides for only a portion of the air cargo apron development.

40. ***Pg. 4-19, Conclusion. Suggest changing title to "Land Use Compatibility Conclusion."***

Response: Changes made accordingly.



**PUBLIC INFORMATION WORKSHOP  
WRITTEN COMMENTS AND RESPONSES**

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Person Commenting	Representing	Comment Number(s)
1. O. Ray Williams	Self, Pilot - Aircraft Owner	1-5

1. ***As much as possible, buy up or tie up as much property as possible around the airport to ward off potential neighbor complaints and to facilitate future growth.***

Response: Comment noted. Please refer to response #41 under City of Yuma comments.

2. ***Frequently update City and County officials to maintain their confidence and goodwill.***

Response: Comment noted.

3. ***Install AWOS or ASOS for hours in which tower is inoperative.***

Response: Comment noted.

4. ***Find ways to convince property owners that it is to their own advantage to have tall trees on approach path to Rwy. 17 trimmed. Reactivate VASI.***

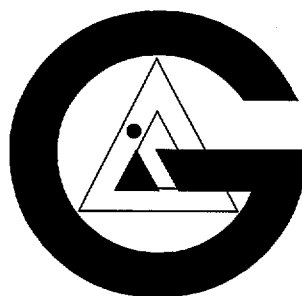
Response: Comment noted. The YCAA has worked with residents north of the airport for several years to reduce the safety concerns of eucalyptus trees which are obstructions. Negotiated agreements have been successful and YCAA mitigation expenses to date have reached \$45,000. Prognosis for further cooperation is excellent with only a few residents resisting efforts to improve public safety in the approach corridor to Runway 17.

5. ***Host periodic Open House for local pilots to educate them about the airport and take Q&A.***

Response: Comment noted. YCAA staff regularly meets with civic organizations throughout the area. Plans are underway to establish a scheduled forum for dialogue between YCAA and general aviation users.



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